

Amendments to the Claims:

Please cancel claims 2, 5, 7, 9-13 without prejudice or disclaimer to the cancelled subject matter. This listing of claims replaces and supersedes all prior listings of claims in the application:

1. (Cancelled).

2. (Cancelled).

3. (Currently Amended) ~~Device pursuant to claim 13,~~ Roll-over protection device for a motor vehicle, said device comprising:

a roll bar provided with an at least nearly U-shaped design having a transverse yoke and lateral limbs leaving a loading opening unobstructed and extending to span substantially the width of the vehicle, the lateral limbs being displaceable along fixed guiding devices in order to transfer the roll bar out of a lowered non-operational position into a raised supporting position;

a central retaining and activating device for the roll bar, said central retaining and activating device being controlled by an actuator; and

a synchronizing device connected to both limbs of the roll bar to synchronize the displacement of the limbs along the guiding devices;

characterized in that the synchronizing device ~~(17)~~ is provided with a synchronization shaft ~~(20)~~ that is mounted fixedly parallelly to the transverse yoke ~~(3)~~ and is connected to each of the limbs ~~(4A, 4B)~~ by means of a tooth profile ~~(21)~~ that

meshes with a notched strip (22) that is arranged on the assigned limb (4A, 4B).

4. (Currently Amended) ~~Device pursuant to claim 13,~~ Roll-over protection device for a motor vehicle, said device comprising:

a roll bar provided with an at least nearly U-shaped design having a transverse yoke and lateral limbs leaving a loading opening unobstructed and extending to span substantially the width of the vehicle, the lateral limbs being displaceable along fixed guiding devices in order to transfer the roll bar out of a lowered non-operational position into a raised supporting position;

a central retaining and activating device for the roll bar, said central retaining and activating device being controlled by an actuator; and

a synchronizing device connected to both limbs of the roll bar to synchronize the displacement of the limbs along the guiding devices;

characterized in that the central retaining and activating device (12) is arranged in a cross bar (13, 13') that stretches essentially parallelly to the transverse yoke (3) of the roll bar (2) in the installation position above the loading opening (14).

5. (Cancelled).

6. (Currently Amended) ~~Device pursuant to claim 5,~~ Roll-over protection device for a motor vehicle, said device comprising:

a roll bar provided with an at least nearly U-shaped design having a transverse yoke and lateral limbs leaving a loading opening unobstructed and extending to span

substantially the width of the vehicle, the lateral limbs being displaceable along fixed guiding devices in order to transfer the roll bar out of a lowered non-operational position into a raised supporting position;

a central retaining and activating device for the roll bar, said central retaining and activating device being controlled by an actuator; and

a synchronizing device connected to both limbs of the roll bar to synchronize the displacement of the limbs along the guiding devices;

characterized in that the central retaining and activating device comprises a retaining plate that is arranged on the roll bar in an area which is at least nearly the center of the width of the vehicle and that is in mesh with a fixedly mounted engaging element in the non-operational position of the roll bar; and

characterized in that the central retaining and activating device (42) comprises an engaging element that is fixedly mounted on the cross bar (13, 13') and that is controlled by the actuator (48) and is in mesh with the roll bar (2) in the non-operational position of the latter.

7. (Cancelled).

8. (Currently Amended) Device pursuant to claim 3, further comprising:

a drive element (23) provided as a drive in order to transfer the roll bar (2) out of a non-operational position into a raised supporting position, whereby said drive element engages at the synchronization shaft (20).

9.-13. (Cancelled).